

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 08/26/2003

DEN03LA005						
File No. 13760		10/09/2002	Watkins, CO	Aircraft Reg No. N7672K	Time (Local): 13:00 MDT	
Make/Model:	Piper / PA-20			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-360 A4A		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	STAFFORD, KS			Condition of Light:	Day	
Destination:	Watkins, CO			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	FRONT RANGE			Lowest Ceiling:	None	
Runway Identification:	08			Visibility:	10.00 SM	
Runway Length/Width (Ft):	8000 / 100			Wind Dir/Speed:	Variable / 004 Kts	
Runway Surface:	Asphalt			Temperature (°C):	23	
Runway Surface Condition:	Dry			Precip/Obscuration:	None / None	
Pilot-in-Command	Age: 70			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	8560	
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea;				Last 90 Days:	39	
Instrument Ratings				Total Make/Model:	2520	
Airplane				Total Instrument Time:	96	

The assistant airport manager said the airplane was landing on runway 8. He said the airplane ground looped and exited the south side of the runway. According to his accident report, the pilot said the left brake was "not there" on landing roll, and the right brake grabbed. He said a leakage of the left brake line was discovered upon examination of the airplane which resulted in the failure of the left brake. The outboard 8 feet of the left wing was bent upward, and the tip of the left elevator was bent.

Brief of Accident (Continued)

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Watkins, CO

Aircraft Reg No. N7672K

Time (Local): 13:00 MDT

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY
5. TERRAIN CONDITION - GRASS

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

the pilot's inability [not possible] to control the airplane during landing roll due to the failure of the left brake, and the subsequent inadvertent ground loop.